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DPD-8058-59

25 November 1959

25X1A MEMORANDUM FOR:

SUBJECT : Flameout, U-2

1. As was related to you by telecon, this activity recently experienced a flameout in an assigned aircraft which resulted in a successful "dead-stick" landing. Investigation indicated a cotter key missing from the fuel Bypass Shaft Nut allowing this nut to come off the shaft. Fuel pressure caused the Bypass to seat on the totalizer outlet fitting, shutting off fuel to the engine. Inspection of all possessed engines disclosed that there was one engine at Edwards AFB without the cotter key in question. A review of depot records revealed that a total of twenty-one fuel transmitters had been received from Air Force Stocks during the period 23 August 1957 through 22 May 1959. In the interim, seventeen of these transmitters were returned to Air Force depots for TOC. It is assumed that the deficient transmitters were drawn from Air Force stocks in that transmitters lacking cotter keys did not have Lockheed decals.

2. It is Lockheed's contention that Air Force maintenance activities are not installing the cotter key on all transmitters coming into the system. In view of this the Project is having Lockheed inspect all transmitters received in order that remedial action may be initiated.

Lt. Col., USAF

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